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LITTLE METAL SHIPPED ON SOVIET WATERWAYS -- Moscow, Rechnoy Transport, 25 May 51

The Kama River connects the large industries of the Urals with industries and agricultural regions of the Volga Basin and also with Moscow and Leningrad. At present, much lumber, grain, and chemicals but very little metal is shipped on this river. In 1950, for example, only 2.5 percent of the total freight hauled on the Kama River was metal. A small amount of metal is shipped along the river by combined rail and river transport, in which case the loads are transferred at Molotov.

This situation is a result of two factors: the lack of any real contact between the ship lines and the metallurgical enterprises in the area of the Kama and its tributaries; and the lack of an adequate fleet in the Kama Basin to handle large metal shipments. Furthermore, the Molotov port is not ready to handle large quantities of metal.

RIVER VESSELS NOT KEEPING SCHEDULES -- Moscow, Rechnoy Transport, 30 Mar 51

Because of poor labor discipline and lax leadership, many ship lines were late in delivering freight and passengers during the 1950 season.

Only 48 percent of the freighters of the Volga Freight Ship Line delivered their freight on schedule during 1950, 21 percent of the freighters of the Northwestern Ship Line, 31 percent of the freighters of the Lower Irtysch Ship Line, and 34 percent of the freighters of the Yenisey Ship Line. In the Moscow-Volga Canal Ship Line, over 33 percent of the freighters made late deliveries, in the Volga Freight and Passenger Ship Line 30 percent.

The vessels were frequently held up because of poor work organization and poor management at the ports and wharves. Time spent in loading and unloading operations in the ports exceeded the established norms by 29 percent in the ministry as a whole, 36 percent in the Volga Ship Line and 30 percent in the Kama Ship Line.

The accident rate remained high in 1950 because the ship lines frequently did not follow "Navigation Regulations and Rules for Technical Operation of Ship Lines."

RIVER FLEET SAVES FUEL -- Moscow, Rechnoy Transport, 29 May 51

The river transport fleet consumed 28.5 percent less standard fuel in 1950 than in 1940, while fuel consumption by the river auxiliary fleet decreased 17.4 percent. In 1950 alone, more than 200,000 tons of equivalent fuel above plan were saved by the river fleet.

RIGA PORT MECHANIZES FREIGHT HANDLING -- Riga, Sovetskaya Latvija, 27 Jun 51

Coal loading at the port of Riga is completely mechanized. In 1950, large freighters were loaded there in 36 to 40 hours. Rehandling of freight was 72 percent mechanized in 1946, 95 percent in 1950.

The port's postwar Five-Year Plan was completed in 1949. In this period, the volume of work increased 1.7 times, labor productivity increased 2.1 times, and the cost of loading and unloading operations was decreased 2.4 times. By mechanizing freight handling processes and using the latest techniques for handling freight, the port, which incurred losses amounting to 4 million rubles in 1947, showed a profit of nearly 7 million rubles in 1950.

The port is exceeding its plan for 1951.

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RIVER VESSELS CARRY FREIGHT TO CONSTRUCTION PROJECTS -- Moscow, Rechnoy Transport,
11 May 51

River transport is the main form of transportation for getting materials, machinery, and equipment to the Kakhovka GES. For this reason, the port of Kakhovka has been enlarged and, with the aid of ice-breaking equipment, may be used during the winter months.

Moscow, Rechnoy Transport, 29 May 51

The Don Ship Line will ship more than one million tons of mineral and construction materials to the Tsimlyanskaya GES construction project in 1951.

Tallin, Sovetskaya Estoniya, 28 Jul 51

The Moscow — Oka Ship Line has shipped more than 1,100 tons of freight to the construction projects since the opening of the 1951 navigation season. On 26 July 1951, 200 tons of pipe were delivered from the Vyksa Metallurgical Plant by rail to the port of Doschatoye, where it was transhipped by rail to the Kuybyshev GES.

NORTHWESTERN SHIP LINE GETS NEW RIVER VESSELS -- Petrozavodsk, Leninskoye
Znamya, 31 Jul 51

Pindushi shipbuilders have built and turned over to the Northwestern Ship Line 13 nonself propelled river vessels since the start of the navigation season. Each ship was guaranteed to be serviceable for 3 years without requiring plant repair.

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